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JUN 02 2006

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**In the Specification:****Please replace Paragraph [0017] with the following:**

[0017] The automotive side impact assembly 10 further includes a side impact air bag assembly 32 30 positioned to deploy between the passenger 16 and the door assembly 18. It is contemplated that the side impact air bag assembly 30 may be positioned in numerous locations within the automobile 14, although one embodiment contemplates mounting it within the door body portion 20 of the door assembly 18. In this fashion, when in the even event of a side impact collision, the side air bag 32 can be deployed into the deployed condition 34 (see Figure 2). In the deployed condition 34, the side air bag 32 is preferably positioned between the passenger 16 and the door assembly 18. In automotive designs wherein the passenger's shoulder 36 is positioned above the beltline 24, this can generate an impact zone 38 on the window assembly 26 at a position corresponding to the passenger's shoulder 36 (see Figure 3). The inflation of the side air bag 32 between the shoulder 36 and the impact zone 38 can create undue stresses in the window assembly 26 of existing arrangements. Damage to the window assembly 26 in such situations may reduce the effectiveness of the side air bag 32 by removing lateral support in window breakage situations.

**Please replace Paragraph [0018] with the following:**

[0018] The present invention provides a cost effective an and efficient method of improving the effectiveness of the side air bag 32 during deployment. This is accomplished through the use of a laminate assembly 40 in communication with the window assembly 26. The laminate assembly 40 is applied to the window assembly 26 in order to improve the structural rigidity of the window assembly 26 in and around the impact zone 38. The use of an applied laminate assembly 40 is not only relatively inexpensive, but it additionally can be applied at any of a number of situations during manufacturing and assembly. This provides the ability for selective application which can further reduce costs (such as the application only in side air bag 32 installation in seat positions indicating shoulder 36 position likely above the beltline 24). A variety of laminate materials and application procedures may be utilized to apply the laminate assembly 40 to the widow assembly 26. It is preferable that the laminate assembly 40 be translucent in nature so as to minimize sight distortion through the window assembly 26. Similarly, it is contemplated that the laminate assembly 40 only extend upwards into the window assembly 26 from the beltline 24 in order to cover the impact zone 38, which may only require a

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quarter to half of the window assembly 26 height. This further minimizes sight distortion while maximizing structural rigidity of the window assembly 26.

Please replace Paragraph 22 with the following:

[0022] In a unique embodiment, it is contemplated that the laminate assembly 40 may be manufactured between a first window ~~paint pane~~ section 60 and a second window ~~paint pane~~ section 62. This allows the laminate assembly 40 to be protected from scratches or damage during usage. It may additionally provide for a broader range of laminate materials as the window assembly 26 servers as a protection buffer for the laminate assembly 40. The laminate assembly 40 manufactured between the window ~~paint pane~~ sections 60, 62 can again be of any of a variety of materials and may also consist of any number of laminate portions. In this way a broad range of structural rigidity characteristics can be imparted to the window assembly 26 without adversely increasing view distortion.